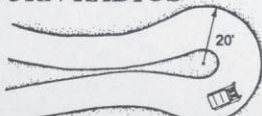


## GRADE



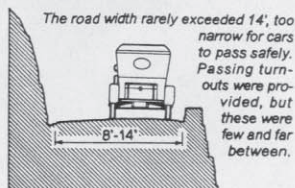
The road climbed to Fall River Pass on steep grades sometimes reaching 16%. Some early automobiles had to climb in reverse due to their weak engines and gravity-fed fuel systems. Surfacing materials washed off quickly.

## TURN RADIUS

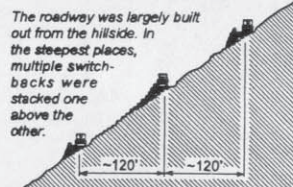


Motorists had to negotiate sixteen switchbacks with radii as tight as 20'. Some vehicles had to turn back and forth repeatedly to make the curves.

## ROAD WIDTH



## ELEVATION GAIN



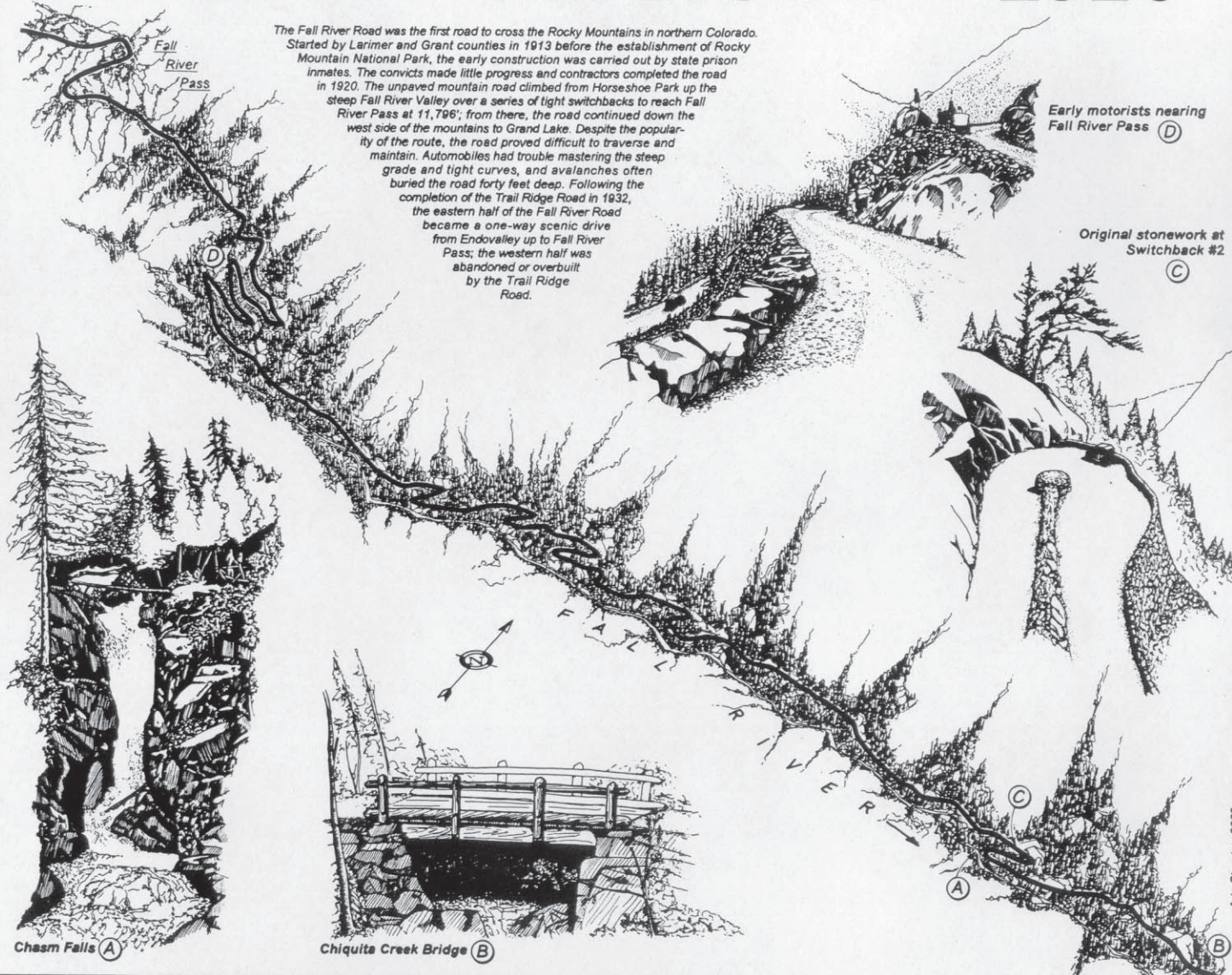
## PULLOUTS



Few pullouts were provided to allow motorists to stop; some were located on switchbacks, making the curves even more difficult.

# FALL RIVER ROAD - 1920

The Fall River Road was the first road to cross the Rocky Mountains in northern Colorado. Started by Larimer and Grant counties in 1913 before the establishment of Rocky Mountain National Park, the early construction was carried out by state prison inmates. The convicts made little progress and contractors completed the road in 1920. The unpaved mountain road climbed from Horseshoe Park up the steep Fall River Valley over a series of tight switchbacks to reach Fall River Pass at 11,796'; from there, the road continued down the west side of the mountains to Grand Lake. Despite the popularity of the route, the road proved difficult to traverse and maintain. Automobiles had trouble mastering the steep grade and tight curves, and avalanches often buried the road forty feet deep. Following the completion of the Trail Ridge Road in 1932, the eastern half of the Fall River Road became a one-way scenic drive from Endovalley up to Fall River Pass; the western half was abandoned or overbuilt by the Trail Ridge Road.



Early motorists nearing Fall River Pass (D)

Original stonework at Switchback #2 (C)

Chasm Falls (A)

Chiquita Creek Bridge (B)